# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

## Supplement No. 1 to Time Table No. 92

FOR THE

# PORTLAND DIVISION

To Take Effect Sunday, January 21, 1917, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
*Vice-President and General Manager.*

J. H. DYER,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

# MARSHFIELD SUBDIVISION

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

| Capacity of Siding in cars and location of Scales, Water, Fuel, Telephone and Turning Stations. | SECOND CLASS | | FIRST CLASS | | Distance from Eugene | Supplement No. 1 to Time Table No. 92 January 21, 1917 | Distance from San Francisco | FIRST CLASS | | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 274 | 252 | 502 | 102 | | | | 501 | 101 | 273 | 251 |
| | Way Freight | Way Freight | Coos Bay Passenger | Eugene Passenger | | | | Portland Passenger | Eugene Passenger | Way Freight | Freight |
| | Leave Mon., Wed., Fri. | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Tues., Thurs., Sat. | Arrive Daily Ex. Sunday |
| 60 PWFY | 8.15AM | 8.00AM | 12.10PM | 11.05AM | 0.0 | DNR **EUGENE** | 647.3 | s 1.40PM | s 2.05PM | 3.00PM | 5.50PM |
| 78 PWFY | 8.25 | 8.10 | 12.20 | 11.10 | 1.1 | 1.1<br>BLAIR | 648.4 | 1.25 | 1.53 | 2.48 | 5.40 |
| | | | | | 2.0 | 0.9<br>O. E CROSSING | 649.3 | | | | |
| 23 | | | | | 3.0 | 1.0<br>MATERIAL YARDS | 650.3 | | | | |
| P | 8.35AM | 8.20 | s 12.30 | s 11.20AM | 3.9 | 0.9<br>R TRANSFER | 651.2 | s 1.15 | 1.45PM | 2.40PM | 5.27 |
| 106 | | 8.22 | f 12.32 | | 4.3 | 0.4<br>DANEBO | 651.6 | f 1.10 | | | 5.25 |
| 4 | | 8.36 | | | 8.3 | 4.0<br>JETSON (Spur) | 655.6 | | | | |
| 2 | | | f 12.42 | | 10.2 | 1.9<br>CROW | 657.5 | f 12.59 | | | |
| 40 | | 9.03 | s **12.53** | | 13.2 | 3.0<br>VENETA | 660.5 | s **12.53** | | | 4.53 |
| 6 | | 9.11 | f 1.00 | | 15.7 | 2.5<br>ELRUS (Spur) | 663.0 | f 12.46 | | | 4.43 |
| | | | | | 17.0 | 1.3<br>SAILOR (No Siding) | 664.3 | | | | |
| 40 P | | 9.30 | s 1.10 | | 18.0 | 1.0<br>D NOTI | 665.3 | s 12.40 | | | 4.35 |
| 5 | | 9.41 | f 1.18 | | 21.0 | 3.0<br>VAUGHN (Spur) | 668.3 | f 12.31 | | | 4.25 |
| | | | | | 23.4 | 2.4<br>IVISON (No Siding) | 670.7 | | | | |
| 20 | | 9.55 | f 1.28 | | 24.2 | 0.8<br>FLAGG | 671.5 | f 12.22 | | | 4.10 |
| | | 10.05 | f 1.36 | | 26.8 | 2.6<br>CRAM (Spur) | 674.1 | f 12.13 | | | 4.00 |
| 32 WP | | 10.13 | f 1.42 | | 28.6 | 1.8<br>WALTON | 675.9 | f 12.08PM | | | 3.50 |
| | | 10.28 | f 1.50 | | 32.4 | 3.8<br>JOLER (Spur) | 679.7 | f 11.59AM | | | 3.40 |
| | | 10.39 | f | | 34.8 | 2.4<br>AUSTA (No Siding) | 682.1 | f | | | 3.30 |
| | | | | | 35.7 | 0.9<br>ROLLO (Spur) | 683.0 | | | | |
| 75 | | 10.50 | f 2.03 | | 37.7 | 2.0<br>RICHARDSON | 685.0 | f 11.46 | | | 3.20 |
| | | | f 2.14 | | 42.3 | 4.6<br>BEECHER (No Siding) | 689.6 | f | | | 3.00 |
| 60 W | | **11.25** | f 2.25 | | 46.5 | 4.2<br>NEKOMA | 693.8 | f **11.25** | | | 2.45 |
| 118 | | 11.45 | f **2.35** | | 49.8 | 3.3<br>SWISSHOME | 697.1 | f 11.15 | | | **2.35** |
| 20 | | 11.56AM | f 2.44 | | 53.3 | 3.5<br>RAINROCK | 700.6 | f 11.05 | | | 2.10 |
| 115 P | | 12.09PM | s 2.55 | | 58.0 | 4.7<br>MAPLETON | 705.3 | s 10.54 | | | 1.55 |
| | | | | | 59.8 | 1.8<br>ROCK QUARRY (Spur) | 707.1 | | | | |
| | | 12.19 | f 3.05 | | 62.6 | 2.8<br>BECK | 709.9 | f 10.43 | | | 1.30 |
| | | | f 3.12 | | 65.1 | 2.5<br>BETZEN | 712.4 | f 10.37 | | | 1.20 |
| 75 W | | 12.35 | f 3.19 | | 67.7 | 2.6<br>WENDSON | 715.0 | f 10.31 | | | 1.10 |
| 30 P | | **12.50** | s 3.30 | | 69.1 | 1.4<br>D CUSHMAN | 716.4 | s 10.21 | | | **12.50** |
| 14 | | 12.57 | f 3.36 | | 70.7 | 1.6<br>SIBOCO | 718.0 | f 10.06 | | | 12.25 |
| 26 W | | 1.12 | f 3.44 | | 74.0 | 3.3<br>CANARY (Spur) | 721.3 | f 9.58 | | | 12.10PM |
| 15 | | 1.25 | f 3.55 | | 77.7 | 3.7<br>LANE | 725.0 | f 9.47 | | | 11.58AM |
| 5 | | 1.35 | f 4.02 | | 79.9 | 2.2<br>ADA (Spur) | 727.2 | f 9.40 | | | 11.50 |
| 45 | | 1.50 | f 4.06 | | 81.0 | 1.1<br>BOOTH | 728.3 | f 9.36 | | | 11.42 |
| | | 2.12 | f 4.18 | | 85.5 | 4.5<br>KROLL (No Siding) | 732.8 | f 9.24 | | | 11.25 |
| 45 TP | | 2.40 | f 4.31 | | 91.5 | 6.0<br>GARDINER | 738.8 | f 9.09 | | | 10.48 |
| 13 P | | 2.45PM | s 4.37PM | | 92.8 | 1.3<br>D REEDSPORT | 740.1 | 9.03AM | | | 10.34AM |
| | Arrive Mon., Wed., Fri. | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | | (92.8) | | **Leave Daily** | Leave Daily | Leave Tues., Thurs., Sat. | Leave Daily Ex. Sunday |
| | (0.20) | (6.45) | (4 27) | (0.15) | | ……………………Time over District…………………… | | (4.37) | (0.20) | (0.20) | (7 16) |
| | 11.70 | 13.75 | 20.85 | 15.60 | | ……………………Average speed per hour…………………… | | 20.10 | 11.70 | 11.70 | 12.77 |

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)**

## MARSHFIELD SUBDIVISION

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

| Capacity of Sidings in cars and location of Scales, Water, Fuel Telephones and Turning Stations. | SECOND CLASS | | | FIRST CLASS | | | | | | Distance from Eugene | Supplement No. 1 to Time Table No. 92<br>January 21, 1917 | Distance from San Francisco | FIRST CLASS | | | | | | SECOND CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 252 | | | | 502 | 506 | 504 | | | | 503 | 501 | 505 | | | | 251 | | |
| | | | Freight | | | | Coos Bay Passenger | Mixed | Passenger | | | | Mixed | Portland Passenger | Passenger | | | | Freight | | |
| | | | Leave Daily Ex. Sunday | | | | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | | | | Arrive Daily Ex. Sunday | | |
| 13 P | | | 2.45PM | | | | 4.42PM | | | 92.8 | D REEDSPORT | 740.1 | | s 8.58AM | | | | | 10.34AM | | |
| | | | 3.02 | | | | f 4.53 | | | 96.9 | 4.1<br>SCHOOL (No Siding) | 744.2 | | f 8.47 | | | | | 10.12 | | |
| 35 W | | | | | | | f 4.58 | | | 97.9 | 1.0<br>THARP | 745.2 | | f 8.42 | | | | | | | |
| | | | 3.12 | | | | 5.06 | | | 99.8 | 1.9<br>WILLARD (No Siding) | 747.1 | | 8.34 | | | | | 10.03 | | |
| | | | 3.19 | | | | f 5.11 | | | 101.7 | 1.9<br>BUFO (Spur) | 749.0 | | f 8.29 | | | | | 9.58 | | |
| | | | | | | | f | | | 103.5 | 1.8<br>BINKS | 750.8 | | f | | | | | | | |
| 65 | | | 3.40 | | | | s 5.21 | | | 104.8 | 1.3<br>D LAKESIDE | 752.1 | | s 8.22 | | | | | 9.48 | | |
| | | | 3.58 | | | | f 5.37 | | | 110.0 | 5.2<br>BUTTERFIELD | 757.3 | | f 8.09 | | | | | 9.24 | | |
| 15 | | | 4.12 | | | | f 5.43 | | | 112.0 | 2.0 (No Siding)<br>HAUSER | 759.3 | | f 8.04 | | | | | 9.16 | | |
| 65 WP | | | 4.28 | | | | f 5.55 | | | 115.7 | 3.7<br>COOS | 763.0 | | f 7.54 | | | | | 9.03 | | |
| 66 P | | | 4.45 | | | | s 6.08 | | | 118.3 | 2.6<br>D NORTH BEND | 765.6 | | s 7.43 | | | | | 8.50 | | |
| WYFP | | | 5.00PM | | | | s 6.25PM | 1.30PM | 8.00AM | 121.6 | 3.3<br>DR **MARSHFIELD** | 768.9 | s 10.30AM | 7.25AM | s 4.30PM | | | | 8.30AM | | |
| | | | | | | | | | | 122.6 | 1.0<br>R MILL SPUR | 769.9 | | | | | | | | | |
| 21 P | | | | | | | | 1.40 | 8.05 | 123.2 | 0.6<br>McCORMAC | 770.5 | 10.18 | | 4.25 | | | | | | |
| | | | | | | | | 2.05 | 8.22 | 129.6 | 6.4<br>HENRYVILLE | 776.9 | 9.52 | | 4.06 | | | | | | |
| 38 P | | | | | | | | f 2.20 | f 8.30 | 131.2 | 1.6 (S. P. L. Co. Csg.)<br>OVERLAND | 778.5 | f 9.42 | | f 3.58 | | | | | | |
| WP | | | | | | | | s 2.38 | s 8.40 | 133.5 | 2.3<br>R **BEAVER HILL JCT.** | 780.8 | s 9.30 | | s 3.48 | | | | | | |
| 31 | | | | | | | | | | 137.2 | 3.7<br>CEDAR POINT | 784.5 | | | | | | | | | |
| 24 | | | | | | | | 3.00 | 8.50 | 137.7 | 0.5<br>CUNNINGHAM | 785.0 | 9.10 | | 3.32 | | | | | | |
| 11 WP | | | | | | | | s **3.27** | s **9.00** | 138.5 | 0.8<br>D COQUILLE | 785.8 | s **9.00** | | s **3.27** | | | | | | |
| | | | | | | | | | | 140.3 | 1.8<br>A. B. CROSSING | 787.6 | | | | | | | | | |
| W | | | | | | | | f 3.40 | f 9.10 | 141.3 | 1.0<br>JOHNSON (No Siding) | 788.6 | f 8.25 | | f 3.15 | | | | | | |
| 7 | | | | | | | | 3.50 | 9.16 | 143.3 | 2.0<br>MINEOLA | 790.6 | 8.15 | | 3.09 | | | | | | |
| | | | | | | | | f 3.58 | f 9.21 | 144.5 | 1.2<br>NORWAY (No Siding) | 791.8 | f 8.07 | | f 3.04 | | | | | | |
| 26 TP | | | | | | | | s 4.25 | s 9.33 | 147.4 | 2.9<br>DR **MYRTLE POINT** | 794.7 | s 7.55 | | s 2.55 | | | | | | |
| | | | | | | | | f 4.45 | f 9.48 | 152.4 | 5.0<br>BROADBENT (Spur) | 799.7 | f 7.25 | | f 2.40 | | | | | | |
| 60 P | | | | | | | | f 4.55 | f 9.58 | 154.8 | 2.4<br>WARNER | 802.1 | f 7.10 | | f 2.33 | | | | | | |
| | | | | | | | | | | 156.0 | 1.2<br>EMMONS (Spur) | 803.3 | | | | | | | | | |
| 60 P | | | | | | | | f 5.10 | f 10.13 | 160.3 | 4.3<br>GAYLORD | 807.6 | f 6.50 | | f 2.18 | | | | | | |
| WP | | | | | | | | f 5.20 | f 10.21 | 163.0 | 2.7<br>BAKER | 810.3 | f 6.40 | | f 2.10 | | | | | | |
| WT | | | | | | | | s 5.30PM | s 10.30AM | 166.1 | 3.1<br>DR **POWERS** | 813.4 | 6.30AM | | 2.00PM | | | | | | |
| | | | Arrive Daily Ex. Sunday | | | | Arrive Daily | Arrive Daily | Arrive Daily | | (73.3) | | Leave Daily | Leave Daily | Leave Daily | | | | Leave Daily Ex. Sunday | | |
| | | | (2.15)<br>12.80 | | | | (1.43)<br>16.78 | (4.00)<br>11.13 | (2.30)<br>17.80 | | ..............Time over District..........<br>...........Average speed per hour........ | | (4.00)<br>11.13 | (1.33)<br>18.58 | (2.30)<br>17.80 | | | | (2.04)<br>13.93 | | |

**Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).**

Nos. 503, 504, 505 and 506 will stop on flag at Millington, Coaledo and Delmar to receive or discharge passengers.

## MARSHFIELD SUBDIVISION

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

| Capacity of Sidings in cars and location of Scales, Water, Fuel and Turning Stations. | | | | | | | | FIRST CLASS | | Distance from Beaver Hill Jct. | Supplement No. 1 to Time Table No. 92<br>January 21, 1917 | Distance from San Francisco | FIRST CLASS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | STATIONS | | | | | | | | | | |
| | | | | | | | | | | 0.0 | R **BEAVER HILL JCT.** | 780.8 | | | | | | | | | |
| WFTP | | | | | | | | | | 1.6 | 1.6<br>DR **BEAVER HILL** | 782.4 | | | | | | | | | |
| | | | | | | | | | | | (1.6) | | | | | | | | | | |

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).